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781.	HOLD FOR:	25X1A	951-10	
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	EDIATE 25X1A			
OXC/	ART BLACKSHIELD OPS			
	25X1A	₹.		
۸۰	NOX 519			
25X1A	SUPPORT TANKER LANDING ME	ESSAGE 25X1A		Ÿ
ZSXTA C₃	58~084, LANDEI			
D.	ATA, Ø9/1130Z: CODE I			
Eo	THIS IS FINAL TANKER SUPP	PORT ACTION FOR	NOX519.	

T O P S E C R E T 091405 OCT 67

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Approved	For Release 2002/05/13 CIA	I 2	MFG. 9-66 09000000000000000000000000000000000
TA		3 4 CC 5	11 12 13
FROM :		6 7 8	14 15
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INFO :			
IN 56426	25×1A 0 sa	1-15/55	
TO PSECRET 09	INFO 09 00Z CITE	cm	
PRIORITY 25X		 ∵	
OXCART BLACKSHIELD OF	? \$ 25X1∆	519	
TO: COL SHELTON FROM:			
1. FINALLY GOT OU	R WANDERING BOY BACK	MOME THE GOOD	
THE FLIGHT WAS UNEVEN	TFUL AND THE WEATHER	MAS AS ESSE	SHAPE.
EXPECTED BUILDUPS OVE	R THE PI AND HE DIO D	AND NO BRIEFE	D. VE
TRACK STARTING AT CLA	RK, THRU AR 3. AND BA	CK ON TRACK	WEST OF
OF H	AS A SORE BUTT BUT OT	CK ON THACK JE	JST NORTH
TOMMORROW. WE GAVE H	IM CREDIT FOR A WALE A	. MIT HE WIT	L BE OK 25X1A
2. DESPITE THE SEE	MINGLY CONFUSING MESS	1135100.	_
BE USED FOR BUDDY FORM	ATION. IT ALL WENT 1	SEGES OVER TAC	TICS TO
SEVERAL PHONE CALLS WI			
IN ALL RESPECTS. SOME	1	THAT HE LEADY	TRACK 25X1A
THIS CAPER WILL BE INC	ORPORATED IN OUR SPOC	THE WE LEARN	ED FROM
THE TAC DOCTRINE.	35 0 1100	LUURES AND POS	SSIBLY
3. THE ONLY HITCH	IN THE FLIGHT WAS WHEN	N WE SUDDENLY	LOST HF

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. CORY NO

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| EXCLUSION ABTO- MATIC POPPER ABTO- MAT

Approach For Release 2002/06/13 : CIA-RDP6 200041R000900010009-0

IN 56426 239 TOPSECRET PAGE 2
CONTACT AT AR 3. I ELECTED TO STAY ON THAT FREG WHEN 25X1A
IT SUDDENLY WENT BLANK. THE AB CODE CAUSED MOMENTARY CONFUSION.
THE TANKERS WERE ON BANDS 25X1A
AND THEY WERE ALSO DEAD.
4. OUR C-130 IS DUE IN AT 1745 LOCAL TONITE AND THE PERSONNEL
WITH THE LAST KC-135 ARE DUE IN AT 2130 LOCAL. NEEDLESS TO SAY
WE ARE ALL EXHUASTED AFTER THE LAST FEW DAYS OPERATIONS. HOWEVER,
WE WILL ALL BE OPERATIONAL IN THE MORNING AND READY TO GO AGAIN.
25X1A 5. IT WAS A STROKE OF LUCK THAT DROPPED IN ON FRIDAY.
WANT TO EXTEND MY DEEPEST APPRECIATION FOR THE HELP HE GAVE ME
AND THE FINE MORAL SUPPORT YOU AND HE GAVE IN THIS RECOVERY.
PLEASE PASS ON TO CY. I APPOINTED HIM OPS OFFICER AS I HAD NO
25X1A ONE OTHER THAN HERE TO PLAN AND START THE SHOW.
THIS POINTS UP THE NEED FOR ANOTHER OPS OFFICER OVER HERE AND
I'LL WORK THIS OUT WITH SLIP. CY CLEANED UP THE ROUGH EDGES AND
SHOULD GET A LOT OF CREDIT FOR THE SHOW.
6. HOPE WE DON'T HAVE ANOTHER VERY SOON. I'M GOING TO GET
A HOT BATH AND GO TO BED.
TOPSECRET TOR: 090916Z OCT 67

Approved For Release 2002/06/13: CIA-RDP69B00041R000900010009-0 100 FROM : W. TROPE MAN S IN 56420 * 18 2 S . SECRET 0908112 CITE 25X1A -25X1A OXCART MAT SERVICE ENGINEERING FROM AWP/DVB/RED ART 131, FLT 139, 10/9/67, DURATION: 5:10, MAX ALT 28M, MAX MN Ø.9Ø. ENGINES LH-226, RH-23Ø, PURPOSE: RECOVERY FLIGHT. SUCCESSFUL. OAT: 80 DEG F A/B TIME: L-:05, R-:05 TEB SHOTS: 1.-2, R-2 TGW: 106,000 PRE: I/O TRIM: LH-805, RH-805 CRUISE RPM'S: L-6700, R-6500 CRUISE 0. P. "S: L-45, R-48 THERE WERE NO REPORTED ENGINE PROBLEMS ON THIS FLIGHT.

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SECRET TOR Ø9Ø9Ø3Z OCT 67

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	YOU MARKET ON THE TANK OF THE	25X1A ^{25X1A}
•	IMMEDIATE NFO PRIORITY	
	25X1A	
	OXCART BLACKSHIELD	
	KO-135 WITH REMAINDER GROUND SUPPORT PERSON	IEL. AND
5×10	EQUIPMENT DEPARTED 09/0805Z. ETA	09/1335Z. THIS 25X1A
	IS FINAL MESSAGE RE NOX 519 FROM 25×1A	distribution of the second of
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OXO	ART O	PS MAT/R&D							
A.	NON	OPERATIONAL SOF	RTIE REPO	ORT					
Bo	(1)	ARTICLE 131,	FLT 139						
	(2)	SORTIE NOX 515	9 DATE S						
25X1A	(3)	PILOT:		25X	1C				
	(4)	PURPOSE: A/C	RECOVERY	FROM		ROUTE:	MODIFI	ED REC	
		NBR 1.							
	(5)	MISSIOM: SUCC	ESSFUL						
	(6)	TAKEOFF Ø105Z	. LANDED	Ø615Z.	DURAT	ION: 5:	10		
	(7)								
	(8)	T. O. GR WT: 1	06,000 L	BS, C.G.	21.2	PERCENT			
	(9)	T. O. DIST 5,0	00 FT						
	(10)	T.O. SPEED: 2	10 KTS						
	(11)	RWY TEMP: 80	DEGREES						
	(12)	WIND CALM						N.	

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25X1A TOPSECRET	
IN 56415 PAGE 2	
(13) PRESSURE ALT: 200 FT	
(14) MAX ALT: 28,000 FT	
(15) MAX MACH: .9	
(16) AB TIME: :05	
(17) THRU (21) N/A	
(22) TOTAL ACFT TIME: 254:25	
(23) Q-BAY/SPECIAL EQUIP: N/A	
(24) CIT N/A 25X1A 25X1C	
C. SUMMARY: THIS WAS A SUB SONIC RECOVERY FLIGHT FROM	
AB, FLOWN SYSTEM WITH KC-135. THREE AIR REFUELINGS WE	RE
SUCCESSFULLY COMPLETED IN ROUTE WITH OFFLOADS OF 5,000, 45,00	ðØ,
AND 44,000 LBS RESPECTIVELY. FLIGHT WAS UNEVENTFUL. DESCEN	r
AND LANDING NORMAL.	
D. DISCREPANCIES: SR-3 COMPASS SYSTEM OCCASIONALLY 90 DEGR	EES
OUT OF SYNC WHEN SWITCHING FROM INS TO SR-3.	
T O P S E C R E T TOR: Ø9Ø753Z OCT 67	

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25X1A		
D.	09/06102	
	Ø9/Ø615Z	
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F.	OFFLOADED 5,000	
G_{α}	NONE.	
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1. WE ACC	OMPLISHED		AND THE OPER	RATIONAL SORTIE
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	F I UNDERSTAND YOU			
2. TANKER	IS SCHEDULED TO DEP	ART 1500L (08	800Z) AND ES	STIMATE APP
4 PLUS 30 INRO	UTE. REQUEST TRANS	PORT FOR THE	GROUP UPON	ARRIVAL.
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1. HOW MUCH OF POS	ST MISSION BRIEFING DIE	YOU ACCOMP	LISH?
WHAT IS LEFT FOR US?			•
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OXCART BLACKSHIELD MATERIEL

- 1. (A) SPECIAL FUEL TEST REPORT (POST REFUEL)
 - (?) 103 1045L/9
 - (C) FUEL TESTED IN PARA B QUAL IAW SECTION VII TEST CRITERIA.
- 2. (A) SPECIAL FUEL TEST REPORT (2 1/2 HOUR PRE-FLIGHT)
 - (B) 112 1235L/9 STRIP ALERT
 - (C) FUEL TESTED IN PARA B QUAL IAW SECTION VII TEST CRITERIA.

SECRET TOR: 090526Z OCT 67

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IN: 56371 OPS 1 -10 OB IN: 56371 OPS 1 -10 OB TOPSECRET 090134Z CITE 5X1A FLASH X1A DXCART/BLACKSHIELD/OPS A. MOX-519 B. DIFC ASSUMES COMMAND AND CONTROL OF SOLD 65 AT 09/0129Z			the street	en ye periode is min section i men i especiale i a li en en e
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A. NON OPERATIONAL SORTIE EXECUTION REPORT

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